



Chicago Metropolitan Agency for Planning

Agenda Item No. 15.0

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 5, 2011

Re: Moving Forward with GO TO 2040: Policy Direction Discussion

GO TO 2040 was adopted a year ago as the region's comprehensive plan. Since its adoption, the agency and the region have embarked on implementing the plan's recommendations. At your meeting, staff will highlight some of the accomplishments and the progress that was made in the first year of implementation. In addition, the staff is working in conjunction with the working committees to create a report describing actions that have taken place over the past year that advance the implementation of GO TO 2040, that are outside of the CMAP's work plan. The report will be issued in January 2012 and it may become an annual report on plan implementation, which will help to demonstrate continued progress in moving the plan forward.

In May, staff shared its strategic planning work with the Board that was used to develop the Fiscal Year 2012 budget and work plan. This exercise linked the recommendations and implementation action areas in GO TO 2040 to the priorities of the agency and five year goals for implementation. As a result, a number of strategic questions were identified for further discussion. Realizing that GO TO 2040 is a long range plan and the expectations for implementation are often longer term, rather than shorter, there is tremendous benefit in terms of prioritizing the agency and the region's policy work in order to realize the recommendations of the plan. At your joint meeting, we think it would be poignant for you to discuss a few of these issues as they relate to transportation with the intent to arrive upon a strategic policy direction so we can work towards implementation.

The boards should consider the following questions as they discuss the next steps on the following issues:

- Should this be a near-term priority for implementation?
- How should this be strategically implemented?
- What is the anticipated progress in a year and five years?

The 55/45 Split

GO TO 2040 Implementation Action Area: Find Cost and Investment Efficiencies

- End the “55-45” split for Illinois transportation dollars and make investment decision based on metrics of need

Earlier this year, staff prepared and presented an [issue brief](#) on this topic as well as conducted work towards reforming this practice and focusing on performance based evaluation criteria. Although we reached consensus from our boards and other pertinent groups within the region that we should pursue these changes, the path towards making an effective policy change on 55/45 is not clear.

Congestion Pricing

GO TO 2040 Implementation Action Area: Implement Congestion Pricing on Select Road Segments

- Complete operational study of the potential congestion pricing projects
- Implement congestion pricing pilot projects
- Conduct further study of congestion pricing and managed lanes strategies with special attention paid to major capital projects

Implementing congestion pricing was also a priority plan recommendation. The plan points out two potential pitfalls to congestion pricing that should be addressed, the potential regressivity (the fees would likely impact low income people more than high income people), and the lack of clarity over how revenues should be distributed, including funding for supportive transit and arterial improvements. There are currently a number of opportunities to explore implementation of congestion pricing within the region on potential Tollway and add-lane projects to the Expressway system.

Major Capital Projects

While the primary transportation emphasis of GO TO 2040 is to maintain and modernize – bringing our system to a state of good repair – the plan contains a handful of major capital projects that will maximize regional benefits of mobility and economic development. Several themes are seen in the prioritization of fiscally constrained projects. First, there are few “new” projects or extensions. The majority of the constrained projects involve improvements to existing facilities. Second, there are a number of “managed lanes” projects. These are envisioned to incorporate advanced tolling strategies such as congestion pricing, transit alternatives like Bus Rapid Transit (BRT), or special accommodations for truck travel. Third, there is considerable public investment in transit. Of the 18 projects recommended, there are seven highway projects, eight transit projects, and three managed lane or multimodal corridor projects that will accommodate both highway and transit modes. For reference, the priority projects are listed on the last page of this memo.

A number of these projects are actively undergoing various stages of planning, design, or construction. Additionally, there are a number of unconstrained projects that are also in

October 5, 2011

Page 3

various stages of project planning. The boards should discuss whether the region's resources are being utilized effectively to advance the fiscally constrained major capital projects, whether there are opportunities to advance these projects more aggressively, and/or if we need a more strategic approach.

Next Steps

Finally, given that the priority is to maintain and modernize the system, the boards should also discuss if the transportation implementing agencies have appropriately aligned their strategic goals to align with GO TO 2040 and how we can all work together to further plan implementation.

GO TO 2040 Major Capital Projects

The following capital projects are recommended to be included for the fiscally-constrained list for GO TO 2040:

New Projects or Extensions

Central Lake County Corridor: IL 53 North and IL 120 Limited Access

CTA Red Line Extension (South)

Elgin O'Hare Expressway Improvements (includes Western O'Hare Bypass, EOE East Extension, and EOE Add Lanes)

I-294/I-57 Interchange

West Loop Transportation Center

Expressway Additions and Improvements

I-190 Access Improvements

I-80 Add Lanes (US 30 to US 45)

I-88 Add Lanes

I-94 Add Lanes North

Managed Lanes and Multimodal Corridors

I-55 Managed Lanes

I-90 Managed Lanes

I-290 Multimodal Corridor

Transit Improvements

CTA North Red/Purple Line Improvements

Metra Rock Island Improvements

Metra SouthWest Service Improvements

Metra UP North Improvements

Metra UP Northwest Improvements/Extension

Metra UP West Improvements

October 5, 2011

Page 4

ACTION REQUESTED: Discussion and direction to staff.

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